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MONTANA'S HIGHWAYS

Published bi-monthly for the employees of
the Montana Highway Commission, state-wide

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April, 1971

Yellow to be used for center lines

The National Joint Committee on Uniform Traffic Control Devices last year drafted and adopted the final revisions of the 1961 Manual on Uniform Traffic Control Devices for streets and highways. A major change brought about by the revisions involves the use of the yellow line to delineate opposing traffic flows. The center line on 2-way, 2-lane highways would be a skip-yellow line (at the present time it is a white skip line). The no-passing zones will be marked by a solid yellow line. Shoulder edge lines will be white, as before.

A major advantage of this concept is that it lets drivers know positively what type road they are driving. If a driver finds himself on a road with a white center line, he knows he is on a one-way road and can pass, even if moving on a blind curve.

On the new divided four-lane Interstate highway, the center line will continue to be the skip-white lane line. On the old style two-lane Interstate the skip-yellow center line will be used to indicate the left lane is for opposing traffic.

This will be a uniform marking system throughout the nation and will be implemented by the end of 1972. Montana Highway Commission district and division paint crews are now adjusting their paint rigs and will begin marking state highways

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BEARMOUTH POND—Scenic rest area—This photograph, looking east toward Drummond, shows a recently completed segment of Interstate 90 alongside the Clark Fork River. The dual rest areas are under construction and include a man-made pond which will be stocked with fish.

Pleasant party for Sam Thompson

Nearly 100 people attended the retirement dinner of Sam Thompson, former division construction engineer of the Missoula division. The dinner was held at the Elks Club dining room in Missoula on March 13 and attracted highway employees from throughout the state.

J. K. Lawrence, retired former division engineer and division maintenance supervisor of the Missoula division, was master of ceremonies. Lewis M. Chittim, state highway engineer, spoke of Mr. Thompson's long, productive years with the department.



One highlight during the evening came when Sam and Virginia Thompson received a telephone call from their son and daughter-in-law in Rome, Italy.

Another light moment marked the presentation by Ben Miller, district engineer, of a picture of Bill Jones and Sam Thompson, taken about

1922, showing Bill threatening Sam with scissors to cut his hair. Both Bill, now bridge engineer, Helena, and Sam were undergraduates at college at the time. (Someone noted that Bill now has more hair than Sam).

A gift of a cassette tape recorder was presented to Mr. Thompson.

CENTER LINE MONTANA STATE HIGHWAY COMMISSION

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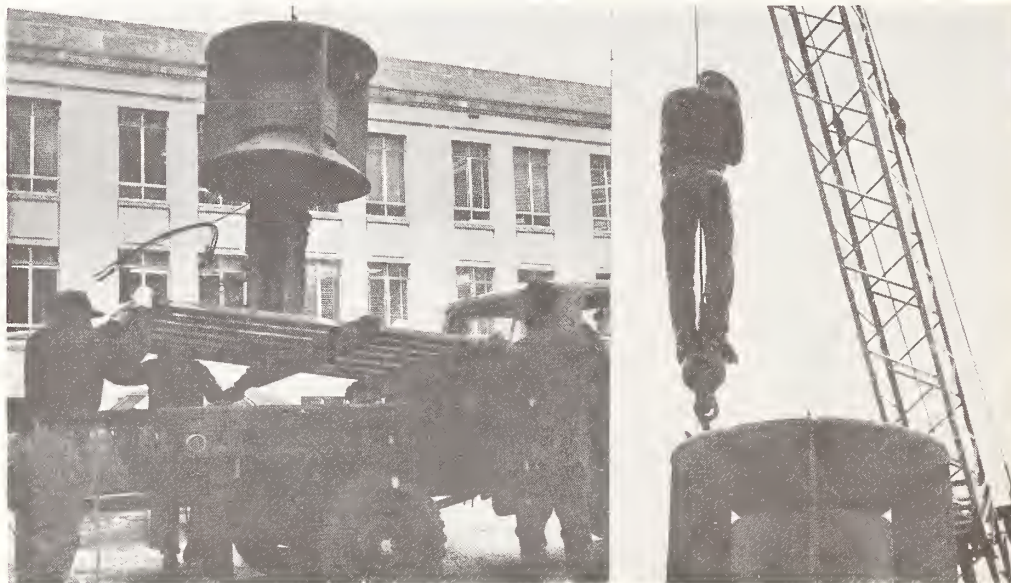
Newsletter published by the information office of the Montana Highway Commission, Helena, Montana, 59601. Designed for highway personnel as a state-wide medium of information. All material in this publication may be reprinted without special permission.

Division Correspondents

Billings	James Young
Bozeman	Barbara McGuire
Butte	Judy Combo
Glendive	Carole Ritz
Great Falls	Ciel Tinelli
Havre	Edna Hess
Helena	Bev Gibson
Kalispell	Bob Finley
Lewistown	Bea Knerr
Miles City	Jean Sweeney
Missoula	Clara Neely
Wolf Point	Ollie Hauge

News items of interest to Highway Department employees are invited. They should be given to the correspondents listed above.

Big noise comes down—quietly



In mid-February, or thereabouts, a crane and truck belonging to Norm Rogers, moved slowly and carefully into the back yard parking area of Helena headquarters and began being extraordinarily busy with some exotic—possibly even nefarious—business on the roof of the old highway building. Eyes peered furtively from windows. It was obvious nothin'—absolutely nothin'—would be removed from these premises without being observed, you betcha!

And then what happened?

Over the roof and slowly, carefully, down came the warning device (siren, mebbe?) which had been placed atop the old building by Civil Defense people some time before the new highway building wing was built.

After some rather recent studies were made to determine the effectiveness of the several similar devices throughout the city—a new location was selected for our old friend the siren. Seems the new spot is high on a pole on the corner of Dakota and Highland.

Well, anyhow, it looked as if we had something going there for a while.

Studded tires restricted

The 42nd legislature passed a bill to regulate the use of studded snow tires, a law which will affect Montanans who do a lot of driving on ice and snow.

The law restricts the use of studded tires to the months of October 1 through May 31. Thus during the dry pavement months of June, July, August and September no studded tires will be allowed, except as a spare.

With the sales of studded snow tires increasing yearly, damage to road surfaces has become increasingly evident and of growing concern to highway officials. The road damage has prompted reappraisals of the tires' value in accident prevention.

Studies have indicated that studded tires are effective to some degree under certain conditions on glare ice, but there has been no conclusive study to demonstrate they are effective under actual overall winter traffic conditions on the highway, either in preventing accidents or reducing the severity of collision damage.

The National Highway Research Board is conducting tests to determine what the effect of studded tires is on the surface of the highways. Engineers report that the steel spikes imbedded in the tires are digging up the concrete and asphalt. Research in Ottawa is said to have proved that the studded tires can cut ruts in pavement as deep as one half inch, that this adds to the danger when the ruts fill with water and freeze, that they erase the painted lane strips, and they give drivers a false sense of security.

The Ontario Highway Patrol has refused to use studs because of hazardous driving they caused with their loss of traction on both wet and dry pavements and the severe skidding that took place on turns when they were in hot pursuit.

Sympathy given

Our sympathies are extended to Clara Neely, our Missoula division correspondent, on the loss of her husband. Mr. Neely died March 12th, and the funeral was March 15th.

Governor's Prayer Breakfast held



Congressman Tom Foley, center, addressed the eleventh annual Governor's Prayer Breakfast Saturday, March 6th, at the Carroll College Commons, Helena. With Foley are Governor Forrest H. Anderson and Lt. Governor Tom Judge, right, general chairman of the breakfast. Over 400 attended.

Nip-and-tuck Gulch, anyone?

Jack Beckert, assistant state highway engineer, for engineering, Helena, has in his office an Army Corps of Engineers relief map of the Bozeman area, abutting Wyoming in the Yellowstone Park area.

In browsing over this remarkable projection, literally flying high over the peaks and valleys and creeks of a wondrous section of Montana — thousands of miles in a zig-zagged swirl of visual amazement — one can tour and visit Nigger Hollow (north of Doherty Mountain), Dogtown Sewer (evidently a creek somewhat northeast of Harrison), Maltby's Mound (a peak west of Red Bluff), Choke to Death Butte (a bit below the Crazies, south of Chicken Creek and east of Gobbler's Knob), Hell Roaring Creek (which is located in the Spanish Peaks mountains), another Hell Roaring Creek (which flows below Hell Roaring Mountain, just northeast of Horse Mountain), Slip and Slide Creek (winding out of the Snow Mountains and into Yankee Jim Canyon and the Yellowstone River) and Freeze to Death Creek (snaking in-and-out of the West Boulder Plateau of the Absaroka Range).

New film available

A new 28-minute full color and sound movie advertising Montana is now available to the general public. The film, "Montana, Land of the Big Sky," is narrated by former newscaster Chet Huntley, and sponsored jointly by the Montana State Advertising Department and the Montana Power Company.

If your division would like to see the film, contact your local Montana Power office.

Center lines—Yellow

(From Page 1)

with the yellow center line this spring.

Maintenance and traffic people point out that until the older pavement striping fades out by wear, the new striping may not be as neat and precise as drivers are used to. In a matter of one or two seasons, however, precise skip lines and solid yellow no-passing lines will result.

The new marking system has been ratified by all members of the Joint Committee and approved by the Federal Highway Administrator. It will be included and published in the 1971 edition of the Manual on Uniform Traffic Control Devices.

Lewistown

Our "Man in Overalls" is Wally Ringer, 46 years old, born on August 5, 1924 near Ringling, Montana at a small place called Calkins. He attended school in Ringling, graduating from high school in 1942. He served with the U. S. Navy during World War II as a torpedoman on the destroyer "USS Ault".



Wally started to work for the Montana State Highway Commission in December 1953 and has maintained the Deep Creek Section for 18 years. He not only has maintained this particular section, he has made it a pleasure to drive through it in the winter instead of it being a nightmare. He has a "heart-o-gold". It doesn't make any difference what time of day or night that he is called, he is there "johnny-on-the-spot". Many motorists have taken time from their busy schedules to write our office telling of the generous, unselfish deeds Wally has performed during his line of duty and on his own time as well.

He likes the outdoors, hunting, fishing, camping, snowmobiling and deep sea fishing. His hobby is photography, especially of rodeo contestants.

Wally is married to a very attractive, ambitious girl, who operates the radio for him at the Deep Creek section and also holds a part-time job in White Sulphur Springs. They have two sons, Dave and Dan, who are well known over the state as top rodeo contestants.

Oscar Mauland, rodman of Lewistown division, won a super camping kit in the Lewistown street lighting contest. Congratulations to all.

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David Ellis, son of LeRoy Ellis, Sr. clerk in Lewistown, was home for a three day visit after completing his third tour of duty in Vietnam serving on the USS Gallop. He plans to be an instructor at the Naval Base in Vallejo, California. Larry Barriek is joining our forces as combination man today. Welcome to the gang. Mitch and Linda Kay Miller spent a four day holiday skiing at Bozeman.

On the sick list are Kenneth Muggenburg, maintenanceman from Harlowton, who had surgery in Bozeman but is on the mend at home again now. Ted Crouse, a maintenanceman from Roundup, had surgery in Billings. Several employees have had the proverbial flu bug and got rid of it quick like.

Mr. and Mrs. Andy Harcharik attended the Division basketball tournament in Glendive last week. They report an enjoyable time spent with Mr. and Mrs. Jack Riley of Glendive. Andy is maintenance supervisor in Lewistown and Jack is maintenance supervisor in Glendive, much in common to talk about.

Vernon D. Borden, division engineer, conducted a slide rule school for the division troops. The basic fundamentals of the slide rule were exposed and those attending felt this school was very beneficial and educational.

The following personnel took tests and passed with flying colors: Bud (Ross) Johnson, Robert Charlton and Chester Cleland took the resident engineer I test; Douglas Durocher took the instrumentman's test; and Jake Liebelt took the division office engineer test. Congratulations to all.

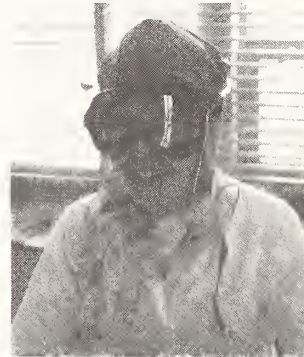
Jake Liebelt and family will be transferring to the Havre division as of April 5, 1971. Havre's gain will be our loss.

Carl Park, resident engineer II, flew to Des Moines, Iowa, to attend the funeral of his aunt.

Plans for the tenth annual bowling tournament and banquet are progressing well and if you don't have a reservation for the tournament, you had best get one as soon as possible. Most of the good spots to bowl are taken. Now let's all get on the ball and get our ticket stubs and money in to us as soon as possible. Please let us know how many will be attending

the banquet from your division no later than April 25 or sooner.

There have been two new shifts opened for the tournament as follows: Team event—Friday night, 7 p.m.; doubles and singles—Friday night, 9 p.m. and perhaps Saturday, 8:00 a.m. if needed.



Billie Furnish, office manager, participated in the annual Stunt Night on Friday, during the Town and Country Days celebration. She was Amelia Earhart for the Soroptomist Club stunt.

—Bea Knerr

Helena—Hdq.

Mel Rygg, office engineer, has been hospitalized with an apparent heart attack, but is progressing nicely.

Francis "Bum" Toombs, assistant maintenance engineer, has also been hospitalized for surgery, and will be out soon.

Ron Briggeman, engineering aide in construction, is planning a June wedding with Miss Shari Lynn Smith.

Jim Charlton, son of Gerald Charlton, assistant land agent, and a senior at Helena High, was chosen for the first team in the Class AA Western Division All-Tournament basketball team.

Tim O'Leary, nephew of Vernon O'Leary, designer in west region, is keeping up the family tradition by making headlines in the boxing arena. Tim will compete in the junior division of the AAU Tournament of Champions in Las Vegas, Nev.

Twelve Helena citizens are running for four seats on the Helena School Board in the April 3 trustee election for the elementary district. Two of the candidates are employees of the Montana Highway Commission. They are Arthur M. Hall, clerk

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Art Hall



Thomas Tobin

in maintenance, and Thomas E. Tobin, accountant.

Lois Davenport, secretary to the chief engineer, and Mary Gail Hanson, accounting, spent a weekend at West Yellowstone snowmobiling with a group of people from their church. They reported fine weather and plenty of buffalo, elk and other wildlife.

Marv Kalland's son, Keith, is home after several weeks in the Crippled Children's Hospital in Spokane. The plucky 5-year-old had operations on both legs, but heavy casts did not dim his impish smile. Headquarters employees collected a fund to buy Keith a transistor radio.

Contributions were collected in headquarters for gifts for retiring Highway Commission members Joseph M. "Bud" Nass, Poplar, and John Leary, Kalispell. Beautiful gold nugget tie tacs were chosen at the Union Bank & Trust for gifts uniquely Montanan. Lewis M. Chittim, state highway engineer, presented the gifts personally.

Former Chief Accountant Robert O'Leary was seen in the halls recently. Bob is keeping active in his retirement by farming, becoming an expert on the subject of daytime soap operas on TV, and running a mile every day. We hear he is trying to outdo the King Cattle Ranch in Texas, in his cattle buying . . . starting with ten cows this week.

Another former employee, Harry Sing, former draftsman in preconstruction, stopped in to say hello. Harry is in his third year at Carroll College with a sociology major. Among his current projects is his

work with the newly-formed Crisis Center, which is a telephone service for troubled persons. Another employee doing volunteer work with the Crisis Center is Gary Jespersen, construction.

Leigh Knight Moe, preconstruction, has taken on a second job at the Capital City Bowl.

Speaking of bowling, headquarters team members are practicing their art in anticipation of the highway tournament in Lewistown May 1-2. Helena will be fielding at least one "dark horse" who has taken up bowling expressly for this contest.

Birthdays on the second floor of headquarters building are enhanced by custom cards by Dewey Nay, mail and file. Dewey designs birthday cards with appropriate artwork (some three-dimensional) for the honoree, that are truly works of art, and delightfully original.

Flora Clark's husband, Bob, was hiking near his home in upper Grizzly Gulch March 6th, and surprised a very large bear which was standing upright by a tree. Bob is 6'4" and said the early-riser was taller than he. Flora works in right-of-way.

Dale Upshaw, son of Gloria Upshaw, photo, qualified for the pep band (trumpet) at the Air Force Academy, Colorado Springs. Cadet Second Class Upshaw will also tour England and Germany as part of the Air Force Communications research program next summer.

Andy Sangray, photo, and son Rand Sangray, preconstruction, have been working at remodeling Andy's basement this winter. Finishing touches are being put on the new family room and bedroom.

Roy J. Berthiaume, processing, announced recently he is the proud papa of a baby girl, Roi Jean. This

is the third child in the Berthiaume family.

Bill White, processing machine operator, is back again at his old stand after a 5-day stay at a Helena hospital. He's feeling better, now, he says.

Gil Warren, processing-photo supervisor, lost his father on February 14th. V. G. Warren, 75, passed away at St. Peter's Hospital here, after a long illness. Interment was at Forrestvale Cemetery.

—Bev Gibson

Bozeman

The Elliott Barkell's became grandparents for the first time on March 1st when their grandson, Christopher John, arrived in the world weighing in at 6 lbs. 12 oz.

Nadine Farrington and Pat Letendre were hostesses for a baby shower held in honor of Doris Johnson at the Farrington home on February 25th. Several highway wives were in attendance.

Our sympathy to Dallas Thompson on the recent death of his father and to Guy Hembree on the death of his grandmother.

Those on the sick list are: Elmer Jerke, pneumonia; Larry Williams, flu; Archie Little, sprained ankle; and Ronda Planichak has the misery from her first attempt at skiing.

Three new employees in the Bozeman division are: Dave Adams, Ron Faw and Daryl Blumhagen.

A retirement party honoring Lewis A. Larson was held at Frye's in Big Timber on February 20th with a large group in attendance. A delicious dinner was served after which the guest of honor was presented with a money order and a replica of a state highway plow made by Les Engen. A good time was had by all and we wish Louie a long and happy retirement.

Birthday cake and sundaes were served in the Bozeman office honoring Ed Reiser on his birthday February 26th.

Bus Parmly and crew at Duck Creek have been busy plowing a snow trap along the road near West Yellowstone that is 20 feet wide, 6 feet to 8 feet deep, and $\frac{3}{4}$ mile long. The snowmobilers are using it for time trials and they go up to speeds of 140 miles per hour.

Jim Phelps recently transferred to work on the Big Timber crew.

—Barbara McGuire

An accident is an event that, five minutes after it happens, anyone can see how it could have been avoided.



Landscape: First thaw.

The view from the highway is eternally different: a quick glimpse of beauty—a life-lasting memory of something never seen before—or of something often seen but ever new—a fleeting revelation of Nature in her innumerable moods—a refreshment of spirit—in every case so easy for us to come by today with the accessibility of good highways.

Line art by K. W. Anderson.

Wolf Point

Joseph Gandrud, maintenance man II of Ophheim, has resigned effective 2-2-71. Joe served seven years with the department.

"Sonny" Broesder, engineering-aide II, has been transferred from George Nelson's crew of Malta to work with Norris Forum on the bridges between Dodson and Harlem. David Brownlee, engineering-aide II, has been transferred to Norris Forum's job. He was helping in the lab at Wolf Point.

Word has been received of the death of Ray Hoynes of Malta, Montana. Mr. Hoynes is a former department employee having retired January 6, 1957 at which time he held the position of sectionman. Mr. Hoynes was born January 5, 1892.

Charles Worley, resident engineer I is resigning from the department effective April 2 to enter private business. Mr. Worley has been working out of the Wolf Point headquarters for the past two years and has established himself as a homeowner here at Wolf Point. "Cluck" has been employed since 9-17-56. We send him our best wishes.

—Ollie Hauge

Glendive

Boy, when it rains it pours for the Bob Ley family. Bob, maintenance man at Wibaux, had a near heart attack recently and was laid up for awhile. Then the other night he arrived home in time to watch his house go up in smoke. The Ley's lost everything except the clothes they had on—oh, and Bob's hardhat. Luckily no one was in the house at the time. Bob's wife was in Ryegate with her

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mother, who is in ill health. Our deepest regrets.

Congratulations to Donald Williams, instrumentman, who passed the resident engineer I exam. Also, to Ross Major, Gary Schara and Fred Berry, who passed the rodmen exam. Nice going, fellas!

We have scheduled the Dawson county courthouse community room for the afternoon of March 30 and the community room in the basement of the First Security Bank for March 31 and the morning of April 1 for the proposed bridge inspection school. Clifford Neiffer and Arthur Kuntz will be assisting Jack Walsh, of Helena headquarters.

Tony Scherting, office manager, has been on the sick list for the past 2½ months. Robert Eggebrecht has been doing a marvelous job keeping us gals in line. Some days he just shakes his head and wonders if its all worth it.

On March 9, Mel Kegley, Vic Wolf, Ken Baisch, Ray Evinrude and Walt Miller, oh and Rusty Wrigg, all from Glendive, attended the "Day of Warning" rally in Helena. Apparently, they were well noticed as their picture appeared in many newspapers around the state.

The Glendive division had 4 teams scheduled to enter the Lewistown tourney, but with all the cancellations we managed to scare up one team. So we'll still give all the bowlers a run for their money.

Births

To Mr. and Mrs. Bernie Kelly a baby boy named Cody Joe. Cody arrived February 22 and weighed in at 8 lbs. 11 oz. The little tyke has

three brothers and sisters. Bernie is an instrumentman for the Glendive division.

Leon Eide, engineering aide II, was passing out cigars in the office, and the occasion—an 8 lb. 3 oz. boxer named Christian Lee. The bout was held March 12, 1971 in the Glendive Community Hospital.

Mr. and Mrs. Kenney Quale are parents again to a boy named Jason. Eight pounds and 2½ oz. of pure happiness is why the smile is so long on Kenney's face. Kenney is a resident engineer I.

As for grandmas, Erma Steffen, clerk II has another on her list making it two for her now. Just a good start, Erma; Erma says that the only thing wrong with being a grandma is having to sleep with grandpa. ("Well, now!"—comment from a grandpa—.)

—Carole L. Ritz

Missoula

Eight crews, with a total of 45 engineers, are currently assigned to projects in the Saltese area. Included are new employees, Luthard M. Hagen and Paul G. Regan, both engineers-in-training. With snow depths ranging from three to eight feet, working conditions are not ideal. Although housing conditions are far from adequate, our boys are managing to find shelter. We are fortunate that they are of an uncompaining nature and are managing to make the best of these situations. (On the brighter side, skiing conditions should be excellent and, perhaps, the Missoula Division will

be sponsoring a team in the Olympics one of these years.)

James Short, instrumentman, has resigned to accept employment with the M & S Construction Co. of Missoula. Leonard Shafer, rodman, is venturing into the farming industry over in the northeastern part of the state.

Sixty engineering, maintenance, and office personnel attended the defensive driving courses conducted by Gary Garden and Ken McLaughlin the latter part of January. (Haven't seen any of their names in the Daily Missoulian "Good Morning Judge" column, which is comprised of traffic violators.)

John Craig is the new R/W office coordinator, having transferred from Bozeman, where he was an engineering aide. John, his wife, and 9-month-old son have taken up residence at the Wheeler Trailer Village west of Missoula.

Ben and Jeannie Miller have been getting acquainted with their new, and only, grandson, who was born in Helena on February 8, 1971. David Allen is the son of Mr. and Mrs. A. W. Chamberlin.

It's a girl for Gary and Gloria Marin. Sherry Ann was born January 31, 1971. Dean Mogus, born January 23, 1971, is the son of Gene and Donna Mogus, and Orlin and Carol Omlid are the parents of a daughter, Kristin, born January 29.

Julius Koukell has returned to work after a long illness.

We wish to convey our sympathy to Cecil R. Owen, whose father passed away in Polson recently after an extended illness. —Clara Neely

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Butte

Mr. and Mrs. Joe Micheletti were proud parents of a baby girl, Julie Katherine, born in Anaconda on February 24. She joins four other children. Joe is a R/W agent in the Butte division.

We would like to extend our welcome to two new faces in the Butte office. Karen Markovich has joined the office force working under the supervision of Jim Killoy. And Francis Cane has joined as the stockman in the Butte shop. A hearty welcome to both and hope you will soon become familiar with your fellow employees and their actions.

A no-host retirement was held at Lydia's in Butte on January 30 to honor and bid farewell to Homer Lindstrand. Homer had worked for Bill Bork until his disability retirement came into effect. He was presented a purple plumb bob and a check in the amount of \$114.00. We all miss you, Homer, and do hope you will feel well enough to come and pay us a visit once in a while. Mostly come and give us a good laugh with your cute jokes.

—Judy Combo

Billings



Curtis R. McBride received a certificate and pin for 35 years of service with the Highway Commission. District Engineer C. R. Mackey made the presentation in a ceremony a few weeks ago.

I just saw the wildest highway sign: "Smile—You're on Radar!"

Curtis first went to work for the department in 1931 on a part-time basis. He has worked in Billings and is now stationed in Columbus.

In a letter to Curtis, Lewis Chittim, state highway engineer, said "The people of the Columbus area and other parts of the Billings division are most proud of the work you have been doing through these many years.

"I, too, am proud of the work you have done, and it is through the service such as yours that the Montana State Highway Commission is as good as it is today—with people such as you working on our highways, the people who use them have no fear of traveling on the highways throughout Montana at any time."

Service awards were also given to the following maintenance men: Dick Vanderwyk, 15 years; Carl Foltz, 15 years; Bill Mankin, 15 years; and Bob Campbell, 20 years.



Vance Cady, maintenance man in the Busby-Lame Deer area, was honored by the Northern Cheyenne Indian Tribal Council February 12 of this year.

Vance was selected as the only white man to a Council of eight Cheyenne leaders to attend a national Indian education meeting in Washington, D. C.

In Washington, Vance said "We met with Senator Mike Mansfield and Representative John Melcher." At some future date schools on the reservation will be under control of the Tribal Council or the entire reservation.

New Employees

Marvin Rau, mechanic. Marv is married, has two sons, and lives on St. John's Avenue.

Frank Moore, mechanic. Frank is married and also has two dependents. Frank is a long-time Billings resident and lives on Phillips Street.

Resignations

Stan Gerke, instrumentman. Stan

will work with the State Employee's Union.

Larry Walks, instrumentman. Larry will go into business for himself.

We wish both all the good luck in the world.

* * *

Mary Glynn George, daughter of Mr. and Mrs. Charles A. "Sonny O'Day" George of Laurel, is commander of the University of Montana Angel Flight drill team and will represent the University as its Little Colonel Queen candidate in an area conclave in Moscow, Idaho. Mary Glynn is our "Summer Time" office gal.

First Lt. James Trythall has been transferred to Korea. Jim is in an air missile defense unit. He is the son of Mabel Trythall.

Jasper Henry, our night watchman, was hospitalized for surgery. Reports are he is o.k. and now is at home. Get well, Jasper, and get back to work. We miss you.

Tony Shore reports he has taken the real estate appraiser's test. Good luck, Tony.

Births

Mr. and Mrs. Herb Ottman—Mr. and Mrs. John Feeley and Mr. and Mrs. Larry Hochhalter.



Peter A. Messer, sign painter. A master craftsman in his field of work. Pete installs new signs, paints, repaints and repairs all types of signs for the Billings division. He started with the Highway Commission in 1947 and has worked up from laborer and carpenter's helper to his present position, which he has held since 1961.

Pete enjoys fishing, boating and snowmobiling. He and his wife Veronica, live 1806 Avenue C, Billings, Montana.

—James Young

WITH THE DIVISIONS

Miles City

Miles City certainly had its share of the winter storms. We may have snow on the ground clear into summer, especially in the shaded areas. The streets are finally beginning to clear but we struggled through ruts as well as some small rivers for quite awhile. Spring is sure going to be a welcome relief this year, when it arrives.

Oliver Henley, instrumentman with the Claude Taylor crew, headquartered in Broadus, has been released from St. Vincent Hospital in Billings after undergoing surgery again. At this writing, he is doing very nicely and expects to return to work very soon.

Sheraldine and Jerry Dyba are the parents of another son, their third. He has been named Jess Michael and arrived on February 19. Jerry is an instrumentman with Del Borer's crew.

The Miles City division bowling enthusiasts are happily anticipating the State Highway Bowling Tournament in Lewistown. Five men's teams and two women's teams are going to represent the Miles City division.

The recent Los Angeles earthquake was of extreme concern for some of the Miles City division personnel. Ralph Kaze's son, Jim, who received his civil engineering degree at Montana State University, had just gone to work for the engineering department of Los Angeles County and, like everyone else in the city after the quake, couldn't get a phone line out of Los Angeles, nor could Ralph get a call through to Los Angeles. Ralph finally got through and was assured that Jim was safe. Ralph is the working shop foreman in the Miles City division. Mick Ross, rodman on Del Borer's crew was plenty worried for some time until he finally heard from his father who worked in the Veteran's Hospital, which collapsed as the result of the quake. His father hadn't gone to work yet because of the early hour of the shake; and this was fortunate for many people . . . Virgil Haworth, maintenanceman IV in the Miles City division was deeply concerned about his daughter, Mrs. Virjay Glover,

who lives in Los Alamitos. Virgil started calling at noon the day of the quake and didn't get through to her until 1:30 a.m. the next morning. Mrs. Glover had felt the quake pretty badly but was safe and sound . . . Jean Sweeney, clerk III, whose daughters Joan and Kathy live in Manhattan Beach, put a call through about 10:30 a.m., the quake morning and got through on her second attempt to CBS, where Joan was at work and was assured by Joan that both she and Kathy had come through the ordeal safely. Both girls were at home at the time, and were thoroughly shaken up.

This is the first year for the grade school basketball tournament in Miles City, and some of our former "greats" in basketball are coaching the boys—strictly 5th and 6th graders. This is a double elimination in the Miles City area. One of the requirements is that each player shall play a minimum of one quarter, and the quarters are six minutes long. Don Stewart, instrumentman, is coaching the Lincoln Wildcats and Art (Andy) Anderson, division office engineer I, is his assistant coach. Bruce Jackman, laboratory technician IV, is coaching the Lincoln Blue Devils with Dennis Domagala, engineering aide II, as his assistant coach. The tournament runs March 11 through March 13.

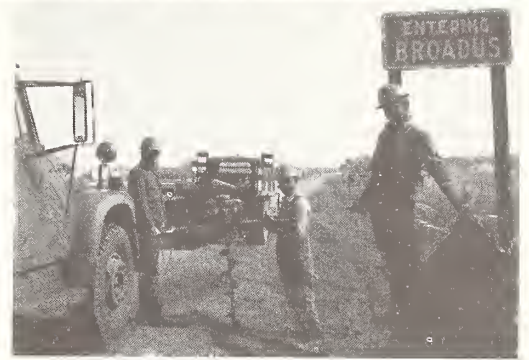
Training schools and courses have been the order of business in the Miles City division the last few months.

The Basic First Aid Course was given in Forsyth, January 19 & 20, in Miles City January 21 & 22 and

Retirement agrees with Al Bovee

Al Bovee, retired blacksmith and welder in the Miles City division shop, dropped in to chat a little on his 78th birthday, March 15. Al and his wife have traveled quite extensively, including a trip to France, since his retirement 13 years ago. Al seems to be enjoying his retirement to the fullest; he is still hale and hearty and we all enjoy hearing his booming greeting upon each visit. Each one of us wishes him many more wonderful birthdays.

—Jean Sweeney



Maintenance men have been updating signs in the Miles City division and here the crew from Broadus is doing just that. Pictured left to right are Pat Webster, sectionman at Broadus, and helpers, Joy Rogge and Don Gatlin.

February 2 & 3. Fifty-four personnel took and completed this course.

The Defensive Driving Course was given February 23 in Miles City. Personnel from the Montana Highway Department in Glendive and from the Pine Hills school in Miles City took this course.

The Basic Engineering Course has been given this winter with Art Brant, division materials supervisor, as instructor. Ten employees completed this course March 13. Classroom facilities were furnished at Miles Community College.

—Jean Sweeney

Havre

A son was born to Mr. and Mrs. Hugh Larson on March 1st weighing in at 6 lbs. and 5 oz. Hugh is maintenanceman II and is stationed in Havre. This new arrival joins a sister Sherri.

A daughter was born to Mr. and Mrs. Hugh Klepzig of Cut Bank on January 7, 1971. She has been named Sonja Jae. Hugh is a resident engineer and is working out of Rudyard headquarters but makes his home in Cut Bank.

Mr. Jack Siemens has joined the crew at Harlem as maintenanceman I. He replaces Karl Lindgren who retired recently after many years of service with the department.

Mr. William Dunlop has been hired as maintenanceman I to work as security watch in the Havre office and shop.

Recent promotions were Marvin

WITH THE DIVISIONS

Sollars to maintenanceman II. Marvin works in the Browning section. James E. Brown, Clifton Gustafson, Gregory J. Malek and Richard L. Schmidt were all promoted to engineer aide II and all are employed in the Conrad-Shelby areas. Dennis P. Leo, an employee in the Havre lab, was promoted to lab tech. II.

—Edna Hess

Great Falls



Albert Swanson



Joe Brunett

Office retirement parties were recently held for Albert Swanson, division materials supervisor I and for Joe Brunett, Lincoln maintenance supervisor I. Albert worked for the state for 19 years and seven months and he and his wife will make their home in Seattle. Joe terminated over 26 years of service and he and Mary Louise will do some well earned traveling. Our best wishes to these two men. Gary Holm is stepping into Joe's shoes and we wish him the best too.

Milt Ingersoll, our maintenance foreman and his wife Bev, flew to California to see their new three-month-old grandson. Milt admits his first plane trip was worse than plowing slippery old Rogers Pass but that the trip was worth it.

Congratulations to Richard Schott, engineering aide II who married Judy Christianson of Great Falls

on Feb. 19th, and to Don Cooper whose lucky number won him a Keystone Roper Saddle and Halter at the recent Cowboys Convention.

Jim Cloninger and George Larson escaped serious injuries when their diesel slipped off the road while plowing at Rogers Pass. Both men walked away from the mishap though, Jim spent a week in a Helena hospital for back x-rays. We are thankful these boys are still with us to tell the tale.

Ken Anderson, radio engineer, recently completed teaching a class in required code and radio theory to amateur operators and will start another class in September. Gene Hodges also will soon start another new class in "Dog Obedience Training". The course runs for 11 weeks and he usually trains about 100 dogs whose masters are pretty proud of them on graduation day.

Victor L. Holsapple, rodman, was transferred to the Havre division as instrumentman II. He has been made inspector for extraordinary maintenance on missile roads.



Elaine Reeves
(and mod pantsuit)

The directive from Helena on womens' attire left the men howling and chagrined but the gals pretty happy. No amount of sarcasm can really hurt us now, but just to appease those crestfallen looks, Elaine Reeves donned her version of what might be termed a pantsuit.

Our sympathies are extended to Stan and Gary Poor on the death

of their father, Cecil, in February and to Walt Smith who buried his mother March 23rd.

—Ciel Timelli

Kalispell

News in the upper regions of the Columbia is concerned mainly with the changing weather, which cannot make up its mind if it is the season to be jolly or the season when a young man's fancy lightly turns. This changing weather is reflected in some of the recent happenings, such as former ballerina Carol Ann Keithley who gave up her terpsichorean career to marry Jim, slipping on the ice and breaking the large bone in her upper arm. Attempting to maintain a household full of males, three of which are lively boys, is a bit trying with a handicap of one arm. Her parents came to her rescue from Utah. On the other end of the weather season Gerald Wheeler returned from a brief honeymoon after slipping across the border to capture a North Dakota lass. The love bug also stung the daughter of William Hebert, our division maintenance supervisor, who will lead Barbie down the aisle on March 27.

A check in the local antiseptic motel informs us that Kevin Mohl, son of Arnie, is doing fine, as is the spouse of Willard Stockwell. Kevin underwent surgery on his knee after a mishap on Big Mountain.



Tom Barnard P.E.
(without hard hat)

The recent results of the Professional Engineers exams are in and Tom Barnard can now tack the initials on the end of his name. He

WITH THE DIVISIONS

can also stick his chest out pretty dang far with the score he managed to accumulate to gain the title, but a check of his hard hat shows it is still the same size.

On a recent jaunt to Eureka, had a chance to chat with Hubert McKenzie at the maintenance shop and he told me that Tom Price was in pretty bad shape and the day we were discussing the matter Tom passed away. He retired several years ago from the highway department.

The Troy Trojans basketball team is greatly indebted to Jack Adamson, instrumentman, for a goodly portion of their success this year, as two of the members of the team are his boys.

After a long delay and much waiting, the "hot line" has been installed and they say it is great if you can get access to it.

Well, guess I better check with Al Fopp as St. Pat's day is just around the corner.

Two of the oilers that keep the office machinery running smoothly are:

Victor I. Baker, office manager,



Victor Baker
(perhaps he doesn't smoke)



H. Stockwell
(Black Cheroot not shown)

who has been with the MHD since August 5, 1946. Vic was born in Minnesota and moved to Libby, Montana, while he was still in knee britches. Little is known of his school days and he is not filling in many gaps; however, we do know he served in the Army Signal Corps during WW II for over four years. While in the European Theater he met his wife, Madelaine. They have two children, Gene who is studying to be an architect at Bozeman and a daughter Annick who lives in Oklahoma City, Okla. Vic's hobbies consist of photography and traveling, the latter fits in very well as Vic also has the Baker Travel Agency which he operates in his spare time.

Howard Stockwell, division office engineer, is the gent behind that cloud of smoke from that whopping black cheroot. Howard joined the MHD on May 5, 1949. He is a native of the valley attending schools here and also wooing and winning one of the Wilson twins for a wife. Betty and Howard have three children, two daughters, Pamela 18 and Gail 15, and a son Jeff 10. Howard has not always been in Kalispell division, in 1952 he began a sojourn that took him to Butte, Havre, Bozeman and Missoula and then back to home town again. Howard lists his hobbies as bowling, golfing, hunting, fishing and watching other sports on TV.

—Jim Finley

TENTH ANNUAL HIGHWAY BOWLING TOURNAMENT

'IT HAPPENS EVERY SPRING'

LEWISTOWN, MAY 1 & 2 - 1971



**EXTRA-
EXTRA!**

Meet Your Officers — Front row: Bea Knerr, Secretary—Tournament Scheduling Chairman. Mitch Miller, President—Poster Chairman. Back row: Jacob Liebelt, Chairman—Banquet and Dance; Doug Ruggles (not pictured) Trophies; LeRoy Ellis, Treasurer; Vernon D. Borden, Chairman of Score sheets; Pauline Stephens (not pictured) Registration.

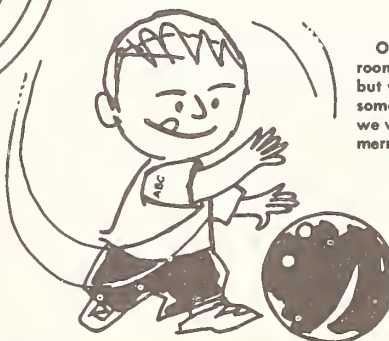
Entries are pouring in and times are at a premium and disappearing fast. We are happy to see so much interest, and promise a good time for all.

Here are a few last minute reminders:

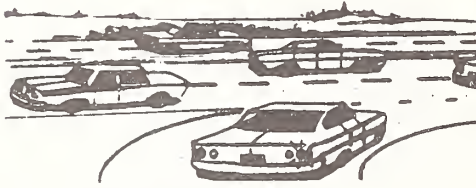
1. PLEASE send in your entry forms and fees as soon as possible (or sooner).
2. PLEASE poll your area and let us know by April 25th how many will be attending the banquet.
3. PLEASE send all ticket stubs and monies to us by April 20th.

Our TOURNAMENT has really mushroomed. More shifts were added and filled, but we still have some real early shifts and some late late shifts; if anyone is interested, we will be glad to enter you. The more the merrier. SEE YOU ALL IN MAY.

Bea Knerr
BOWLING COMMITTEE SECRETARY



12 Tips On Freeway Safety—



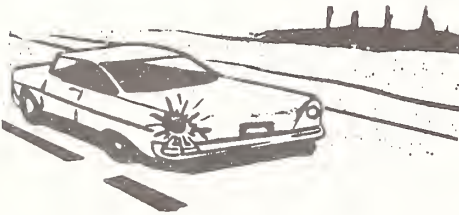
MERGE SMOOTHLY when entering a freeway. Stay to the right and increase speed in the acceleration lane to the speed of those vehicles already on the freeway; then merge smoothly with the flowing traffic.



WATCH FOR motorists entering freeway. Drivers already on the freeway have a responsibility to see that traffic merges smoothly. Adjust your speed to help new arrivals to make a smooth, safe entry.



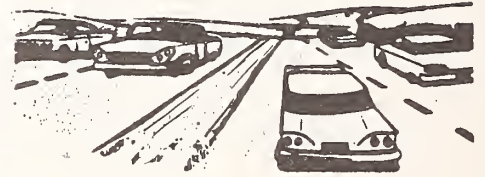
OBEY POSTED speed limits even though long stretches of clear highway may tempt you to exceed them. Beyond these maximum speed limits, you cannot react and stop quickly enough in an emergency.



SIGNAL LANE changes and turns with signal lights or hand signals. Remember how angry you feel when other motorists pass you or dart into your lane without warning!



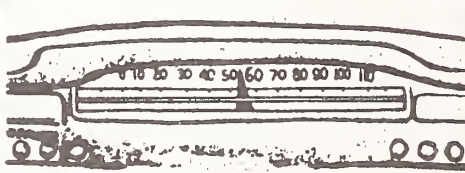
GUARD AGAINST highway fatigue. Reduced activity, engine drone, sustained speed and fixed staring can reduce alertness when you need it most.



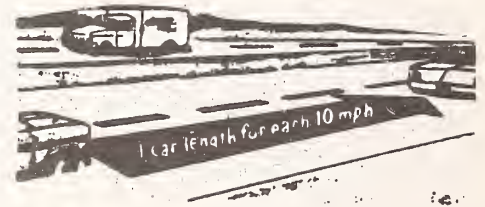
AVOID LANE-HOPPING. Stay in the right-hand lane unless overtaking and passing. Do not impede or block faster moving traffic by driving in the passing lane.



PASS ON THE RIGHT with caution. Motorists do not expect others to pass on the right, and they may not see them in time. The responsibility is on the individual passing on the right to do so safely.



MAINTAIN STEADY SPEED to take full advantage of the time-saving benefits of the freeway. Sudden bursts of speed can confuse other motorists and lead to accidents.



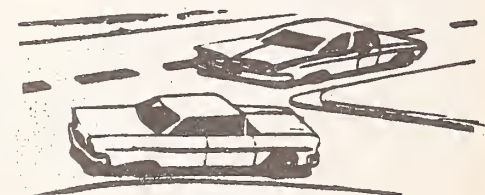
KEEP YOUR DISTANCE from the car ahead. Serious "chain reaction" collisions can result when cars ride too close together at freeway speeds. Stay far enough back to allow for unexpected stops.



TAKE REGULAR rest stops. If a restaurant is not easily reached, stop the car and have a proper rest. But do not park on the shoulder. Pull into a rest area or leave the freeway entirely.



LEAVE FREEWAY at first sign of car trouble. A fast-moving freeway traffic stream is no place for a balky car. Get as far off the road as possible; a car on the shoulder can easily be involved in a collision.



LEAVE FREEWAY with care. Choose the correct exit and move into the righthand lane. Do not slow down on the driving lane. Signal your turn, slow down in the speed change lane to a safe ramp speed.

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